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HONGKONG, THURSDAY, JULY 23, 1914

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"WIRELESS" FOR CHINA.

With reference to the statement that the Marconi Wireless Telegraph Company has made a \$2,000,000 contract with the Chinese Government, under which the company is to construct numerous high and low power wireless stations upon "highly remunerative terms" with payment fully secured, Mr. Godfrey Isaacs, managing director of the Marconi Company, says that he is not aware of any such contract having been signed by his directors. Mr. Isaacs added that he had been negotiating for such a contract for the past two years, and it was quite possible it had been signed on behalf of the Chinese Government, although not by himself or any of his directors.

A correspondent is informed by a prominent official that the contract for the construction of eight high-power Marconi wireless stations, in addition to low-power stations, and that payment therefor is fully secured. The price to be paid for such station is considerably in excess of that being paid by the British Government under their contract, although the high-power stations are to have the advantages of all the recent improvements. The importance of the matter to the Marconi interests is that not only are they obtaining an important position in China, but that they will thereby be enabled to link up their other stations both East and West. The negotiations have been of an unusually delicate character owing to the susceptibilities of the natives, but it is believed that every precaution has been taken not only to provide against any local outbreak of ill-will, but it is even hoped that native sentiment has been very largely appeased.

A DEBT TO ENGLAND.

In the graceful speech in which Herr Dernburg acknowledged, with generous candour, Germany's debt to England, the late German Secretary of State for the Colonies laid special stress on the solidarity maintained between the English and the Germans before the war. He very rightly added that the domination of the white man depends on the prestige of his colour, and that no one while race can be humiliated without all receiving injury. But Herr Dernburg went on from the consideration of Colonial problems to the example which England has given to Germany and Germany to England in social reform. Here we certainly cannot claim the pre-eminence which he accorded us in the domain of Colonial policy, and each nation has still much to learn from the other. But the German statesman's insistence on the work which England has done in this direction brought into yet stronger relief the friendliness towards this country which ran through the whole of his speech. It is of happy omen for the future, and the more so because the speech was addressed to a gathering of Berlin Merchants and Manufacturers, who had gone over the England-Globe.

Rowers may remember the famous "bull" - "I smell a rat"; it is hovering in the air; it is about to burst; but I will nip it in the bud. Mr. Lloyd George, speaking at Crutche did not do so badly. There is a risk ahead; it must be needed, for we have already had some hard knocks from it.

The new Australian six-penny stamp, which is to bear a representation of a "kookaburra" as a main feature, is to be printed in ink which will give as clear as possible the colour of the bird's plumage. It will probably be a month or two before the stamp is available for general circulation. It is estimated that for the current twelve months no fewer than 500,000,000 stamps will be required for the Commonwealth, of which about 400,000,000 will be of the penny denomination.

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HONGKONG TO CANTON.		CANTON TO HONGKONG.	
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8 A.M. 'HONAM.'		8 A.M. 'HEUNGSHAN.'	
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FRIDAY, 24th JULY.			
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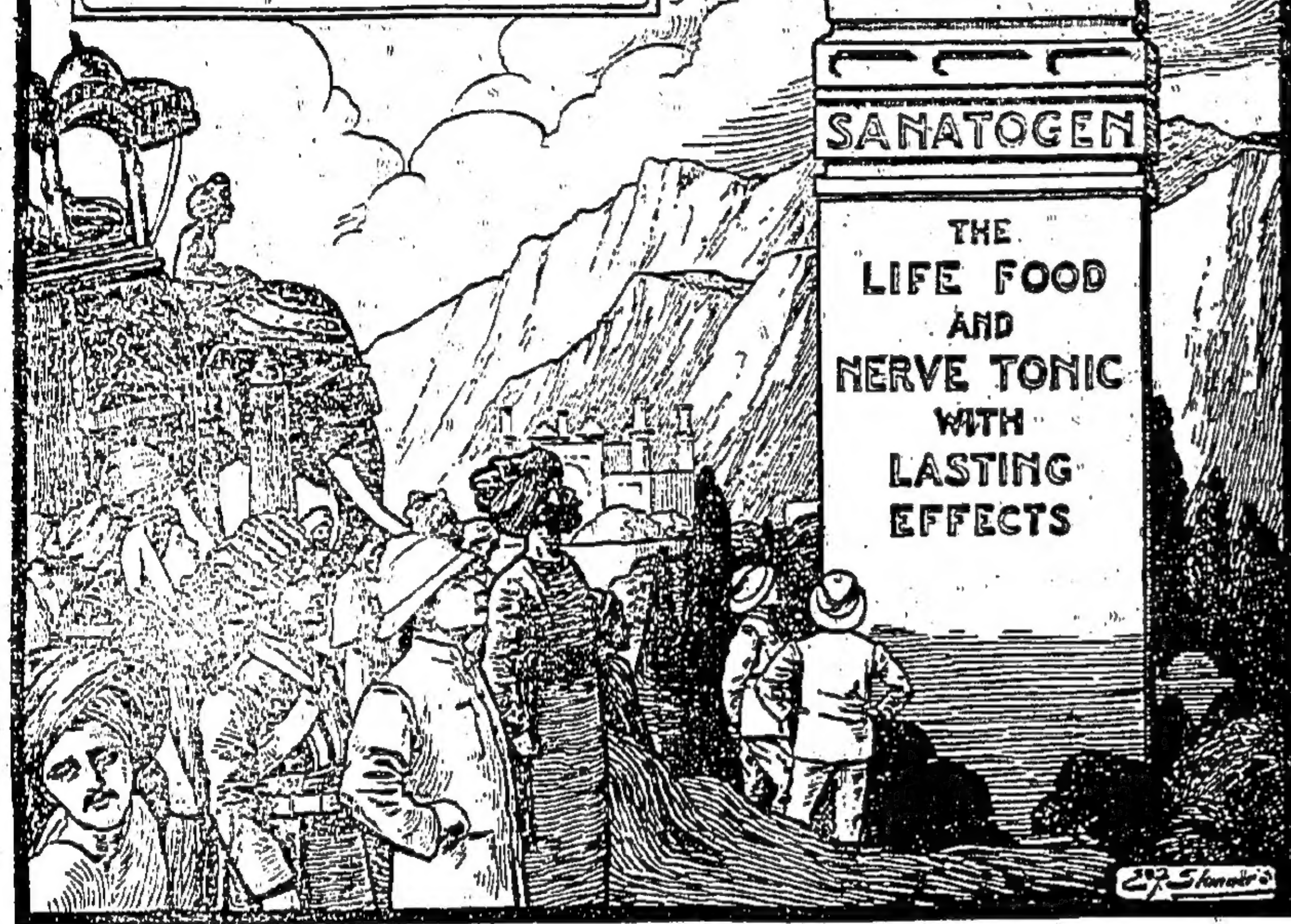
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ROYAL AUCTION BRIDGE.

NEW RULES.

The publication of the laws of Royal Auction Bridge by the committee of the Portland Club places the game, originally drafted upon the old auction, on a satisfactory basis. It is inevitable that there will be certain differences of opinion. There will be those who will regret the abolition of the spade call, with its attendant uses for calling for no trumps, or in showing strength in other suits, while others will consider the bonus for slams is too great a concession to good cards; but it will undoubtedly be generally agreed that the results of the consultations between the Portland and the other leading bridge-playing clubs, as embodied in the new rules, are both wise and equitable.

As a general principle it will hardly be denied that any artificial convention detracts from the merits of any game, and the tendency to use the spade suit, merely as the means of communicating strength elsewhere, has already extended widely in America, and was beginning to take root here. In the days of ordinary bridge it was so far recognized that all players should stand upon an equal footing as to give any one of them the right to know what convention his opponents used in the event of no trumps being doubled. The principle still holds good, but in practice it has become impossible to run through the gamut of possible conventions in any preliminary inquiry. Under these circumstances the fundamental alteration has been made of giving spades one value only, viz., 5, and allowing the dealer and each subsequent player to pass. If all of them pass the deal passes. The one other alteration affecting the score is the bonus of 100 points now given for grand slam, and 50 points for little slam.

REDRESS FOR OFFENCES.

The other laws which have been inserted of varied are those which deal mainly with what might be called informalities or inaccuracies. It is always recognized that any four people who sit down to play auction do so with the intention of playing in the fairest possible way, but, with all the good will in the world, circumstances must arise sometimes

When an offence, such as calling out of turn or exposing a card, is committed. For these and other offences the rules are framed to give, as far as possible, adequate redress to the opponents.

In the case of a player making a declaration (other than passing) out of turn, the right to a new deal remains as before, with the adversary on the left of the person at fault, but he may transfer the right to his partner, whose decision shall be final; it will be observed that they may not consult. Provision is also made for a contingency that does not often arise, but which has been the cause of endless discussion when it has arisen—that of an impossible declaration, as seven clubs over five royals. The adversary on the left may now demand a new deal, or he may treat such declaration as not made, or may permit it to stand, but the player in error may not be penalised for more than grand slam.

Another point which has, strangely enough been the cause of a good deal of controversy, is that of a person who, meaning one thing, says another and corrects himself at once. It has always been held that the intention matters, provided the alteration is made practically in the same breath, but the rule now included will dissipate any lingering doubts on the matter. Rule 64 provides that if a declaration is obviously a misnomer, and is amended practically in the same breath, it stands as

corrected. An equally important addition to the written rules, which, however, embodies what is, virtually, an established practice, is that which provides that the declarer may be required, if he claim that the rest or any of the remaining tricks are his, to place his cards face upwards, on the table. He may not then call any cards that his adversaries have exposed, nor take any finesse unless he announces it when making his claim. It is also specifically stated that where an offence has been committed, the partner of the player whose right it is to exact the penalty may call his attention to the mere fact of the offence. If, however, he suggests or demands the enforcement of the penalty, no penalty can be enforced.

AN IMPORTANT ADDITION.

Perhaps, however, one of the most important additions to the rules, so far as the actual play of the hand is concerned, is in Rule 87, which runs: "Should the fourth player play before second, the latter (not being dummy or his partner) may be called on to win or not to win the trick, or to discard from a suit specified by the declarer." It is conceivable that the knowledge that his partner could take the trick might be of great value to the second hand, and the original penalty, by which he could be directed merely to win or not to win the trick, was inadequate where the offence occurred far on in the game and he was void, as often happened, in the suit being played.

The other alterations, although necessary, are comparatively unimportant. For one thing, there shall be a new deal if any card is exposed in any way during the deal. In the case of an unfinished rubber, 125, instead of 100, is to be added for each game, but bets on that rubber are annulled. In finished rubbers bets are won by the winners on points.

If the dummy call the attention of his partner to the fact that he is about to lead from the wrong hand, the adversary on the left of the declarer may require that the lead be made from that hand.

Lastly, it is provided that a player may not look at any of his cards until the deal has been completed. Should he do so and a card be afterwards exposed, the adversary on the

left shall have the option of allowing the deal to stand or not.

FUTURE PROSPECTS.

Many of these alterations and additions supply a long-felt want, and, although on certain points there are differences of opinion, it is unlikely on the whole that there will be many to find fault with the new rules. Whether the game, as it stands, is destined to have a permanent hold is another matter. There are now a number of players who wish to introduce into the game the counter-part of the misère hand as solo whist, which has, as its principle, the losing instead of the making of tricks, but it is probable that this, in conjunction with the ordinary game, would be too scientific to be popular.

The history of bridge has been one of changes. Its ancestor, whist, has become almost a memory; bridge proper is scarcely played; ordinary auction, with its values of 2, 4, 6, 8, and 12 respectively, has held its ground with many of the best players, while Royal Auction has appealed to the more general taste.

Unless it is found that the present rules and values prove to be to the advantage of the good player to an appreciable extent, they should be adequate to the general needs for some time to come. It must always be remembered that it is by no means an easy thing to draw a line between an offence for which a specific penalty should be provided and one which should be left for the etiquette of the game to prevent. The latter class of offences are, in a sense, the more serious, not only in themselves, but from the fact that it is impossible to penalise an intonation of the voice or hesitation.

TO LET

TO LET

A RESIDENCE with five rooms, on the river front, about a mile east of the Canton-Kowloon Railway Station. Kitchen, servants' quarters and cool garden plot. Water tank on roof, bath-room fitted with enameled tub, flush-toilet, etc. Rent including electric light, \$30.00 per month.

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Tung Shan,
Canton, China.
Hongkong, July 21, 1914. 818

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, June 16, 1914. 732

TO LET

OFFICES in HOTEL MANSIONS, From 1st September next.

Apply to

HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, July 7, 1914. 802

TO LET

ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.

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P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, July 11, 1914. 818

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Apply to

HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, May 19, 1914.

TO LET

LA HACIENDA E. No. 74, Mount Kailash Road.
Apply CHATER & M. DY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET

GODOWN in ICE HOUSE STREET.
Apply HONGKONG ICE CO., Ltd.
Hongkong, May 21, 1914. 843

TO LET

NO. 19th SHELLY STREET.
No. 7, TOWARD TERRACE, Peak. Property renovated and in good order.
No. 9, BEACONSFIELD AVE. DR. Shop.

Apply to

LINSTRAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, July 3, 1914. 81

FOR SALE

"GLENSHIRE" 124, Barker Road, 5 rooms, close to Tram Station.
Apply to
LINSTRAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, July 3, 1914. 81

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1850	2	3000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	300	Lt.-Comdr. V. R. Brandon	Shanghai
Britomart	river gunboat	710	2	300	Lt.-Comdr. Q. D. Preston-Thomas	Hongkong
Cadmus	aloop	1070	6	1400	Capt. M. S. Fitzmaurice	Yangtze
Chelmer	torpedo boat destroyer	860	4	7500	Lieut.-Comdr. H. T. England	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Hongkong
Colas	torpedo boat destroyer	830	4	7500	Comdr. Seymour	Weihaiwei
Fame	torpedo boat destroyer	860	4	7500	Lieut. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	torpedo boat destroyer	860	4	7500	Lieut. Comdr. G. F. A. Mallock	Hongkong
Kennet	torpedo boat destroyer	860	4	7500	Lieut.-Comdr. F. A. H. Russell	Weihaiwei
Kinshas	river gunboat	518	4	1800	Comdr. H. D. Murray	Yangtze
Marlin	aloop	1040	—	—	Lt.-Comdr. Gibson	Loban
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. R. Kiddle	Weihaiwei
Moorehen	river gunboat	180	2	800	Lt.-Com. John Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	river gunboat	83	2	940	Lieut.-Com. Malcolm Murray	Yangtze
Ribble	torpedo boat destroyer	890	—	7500	Lieut. Comdr. R. W. Wilkinson	Weihaiwei
Rosario	depot ship, submarine	930	—	1400	Lieut. Comdr. F. A. N. Cronie	Hongkong
Robin	river gunboat	23	2	840	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	940	Lt.-Com. T. A. S. Hutton	West River
Snipe	river gunboat	85	2	940	Lt.-Comdr. M. T. R. Maxwell-Smith	Yangtze
Tamar	receiving ship	4550	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtze
Thistle	river gunboat	710	2	940	Lt.-Com. G. F. L. L. Page	Weihaiwei
Triumph	battleship	11,985	13	13,500	Act. Comdr. A. S. Sussman	Hongkong
Uak	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Weihaiwei
Wallard	torpedo boat destroyer	590	—	7500	Lieut. Comdr. C. A. Poignand	Weihaiwei
Widgeon	river gunboat	195	2	800	Lt.-Com. A. J. Landon	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Weihaiwei
C.38	submarine	—	—	—	Lt.-Comdr. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lieut. J. Galmes	Hongkong
C.28	submarine	—	—	—	Lieut. R. K. C. Fope	Hongkong
C.35	torpedo boat	—	—	—	Lieut. Handley	Hongkong
C.36	torpedo boat	—	—	—	Lieut. Wills	West River
C.37	torpedo boat	—	—	—	Lieut. Wyndham-Quinn	West River
C.38	torpedo boat	—	—	—	Lieut. Newell	West River

* Flagship of Vice-Admiral T. H. M. Jerram, R.C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovitz	Chingwantao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Davaud	Japan
Montcalm	French flagship	9600	—	—	Capt. de Valseaux	W. Coast of America
Decidie	French gunboat	845	10	1700	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	6	570	Lieut. Dumardille	Canton
Vigilante	French gunboat	123	7	500	Lieut. Lecade	Canton
Feibe	French gunboat	130	—	—	Lieut. Collin	Tongku
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tahiti King

* Flagship of Rear-Admiral Huguet Commander-in-Chief, the French China Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Lynx	French sub-marine	—	—	—	Lieut. Bolix	Saigon
Protee	French sub-marine	—	—	—	Lieut. Bolix	Saigon
Styr	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	330	7	800	Lieut. Aurillac	Saigon
Therville	French destroyer	130	7	800	Capt. de Frigate Roniser	Saigon
Pistole	French destroyer	307	6	800	Comdr. de Marquessier	Saigon
Mouquet	French surveying-ship	1625	10	9000	Comdr. Volsin	Saigon

* Flagship of Capt. (Commodore) Boudin, Commanding the local defence force in China.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
London	German cruiser	3600	22	13,500	Capt. v. Mueller	Tsingtau
Goschen	German armoured cruiser	11,600	32	25,000	Captain Brumbyhaus	Tsingtau
Olis	German gunboat	900	12	1300	Comdr. Schaefer	Shanghai
Jaeger	German gunboat	900	12	1300	Comdr. Loring	Hankow
Leipzig	German gunboat	3250	24	11,000	Capt. Haas	Tsingtau
Lochs	German gunboat	900	10	1350	Comdr. Thierichens	Shanghai
Nürnberg	German cruiser	3400	22	13,200	Capt. Schönborg	Tsingtau
Other	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,800	32	25,000	Capt. von Schultz	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Brunner	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Taifang	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	1300	Obit. v. S. De-mas	Tsingtau
Marco Polo	Italian cruiser	2145	—	—	Comdr. Brizio Gravida	Shanghai
S. Colombo	Italian cruiser	—	—	—	Comdr. Foschini	—
Adamastor	Portuguese cruiser	1237	—	—	Capt. Leitao	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Correa	Macao
Patria	Portuguese gunboat	700	—	—	—	Macao

UNITED STATES VESSELS ON ASIATIC STATION.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
A-2	U.S. submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	U.S. submarine	—	—	—	Ensign J. R. Mann	Cavite
A-6	U.S. submarine	—	—	—	Ensign J. L. Ribboldt	Cavite
A-7	U.S. submarine	—	—	—	Ensign E. F. Wood	Cavite
B-2	U.S. submarine	—	—	—	Lieut. S. M. Le Bonny	Cavite
B-3	U.S. submarine	—	—	—	Ensign C. Q. Wright	Cavite
Bainbridge	U.S. torpedo-boat destroyer	420	7	6000	Lieut. R. A. Spruance	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	6000	Lieut. C. S. Keller	Cavite
Callao	U.S. gunboat	243	—	250	Lieut. W. L. Beck	Canton
Chancellory	U.S. torpedo-boat destroyer	420	7	6000	Lieut. J. C. Jennings	Cavite
Cincinnati	U.S. protected cruiser	8123	11	10,000	Comdr. J. V. Chase	Canton
Dale	U.S. torpedo-boat destroyer	420	7	6000	Lieut. V. E. Conan	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	6000	Lieut. K. Durr	Cavite
Elcano	U.S. gunboat	620	4	800	Lieut.-Comdr. S. Gannon	Yangtze
Galveston	U.S. protected cruiser	3430	10	7800	Comdr. R. H. Leigh	Canton
Halifax	U.S. gunboat	1293	6	1988	Comdr. W. C. Cole	Yangtze
Hamad	U.S. gunboat	1300	6	1100	Ensign G. W. Matson	Canton
Monahan	U.S. station-ship	3990	6	2000	Lieut. F. Rorschach	Olongapo
Monahan	U.S. monitor	4084	4	6377	do.	Olongapo
Monahan	U.S. gunboat	243	4	800	Lieut. H. H. Fergus	South Philippines
Panama	U.S. gunboat	864	2	1800	Ensign H. W. Koehler	Olongapo
Panama	U.S. gunboat	350	3	208	Lieut. H. E. Shoemaker	Yangtze
Quincy	U.S. transport	4380	14	1800	Lieut. M. E. Guss	Cavite
Rainbow	U.S. gunboat	243	4	250	Lieut. C. McCauley	Shanghai
Santa	U.S. gunboat	8115	16	17,401	Comdr. J. H. Dayton	Shanghai
Saratoga	U.S. armored cruiser	870	8	208	—	—
Villalobos	U.S. gunboat	1397	8	1894	Lieut. J. M. Poole	Yangtze
Wilmington	U.S. gunboat	428	—	850	Comdr. P. Babin	Hongkong
Wilmington	U.S. gunboat	—	—	—	Chief Boatswain, E. O. Halliwell	Olongapo
Wilmington	U.S. transport	—	—	—	Chief Boatswain, E. O. Halliwell	Olongapo

* Flagship of Commander-in-Chief Rear-Admiral W. O. Cowles.

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Hongkong, July 22, 1914.

The China Mail

HONGKONG, THURSDAY, JULY 23, 1914.

EGYPT UNDER THE BRITISH.

If we would have an adequate picture of what British enterprise, combined with scientific skill has achieved for Egypt; it is necessary to reconstruct, as well as we can, the Egypt of the early 'eighties, when the nadir of financial chaos and popular misery had been reached, when a starving nation lay helpless at the caprice and tyranny of the Egyptian Pasha. Contrast this with the report issued recently by Earl Kitchener. Then we may compare abject misery and hopeless stagnation of a race, who had known sixty centuries of misgovernment and oppression by various rulers from Pharaoh to Pasha, with the regenerated condition and renewed strength that followed British occupation and rule, hampered though it had been by special political complications and exceptional difficulties arising out of international jealousy. We must

admit that the introduction of Western reforms and scientific methods has been of incalculable value, and that perseverance in well-doing has enormously benefited the country. A very superficial investigation will show that the factor that has worked the greatest change has been the control of the Nile waters, enlarging the acreage of cultivated land under irrigation, increasing the production of more valuable crops, stimulating industry, and promoting prosperity. Enlarged opportunity and certainly of ordered government have inspired the natives with hope and energy. The welfare of the country has advanced by leaps and bounds. During ten years the total value of the imports of Egypt more than doubled, rising from £11,000,000 to over £22,000,000, while the exports increased in value from £13,000,000 to £24,000,000. During the same period the revenue of the country increased from £11,500,000 to £16,000,000. Without irrigation there could be no Egyptian people, certainly no civilization. If therefore, we would understand Modern Egypt, we must study the irrigation question; and for the magnificent irrigation scheme in Egypt the country is wholly indebted to the British.

The term "candle-power" has long been a stumbling-block, and we are afraid the English Parliamentary candle has been a fair subject for ridicule. Even the impracticable Vielle standard, in which one square centimetre of the glowing surface of molten platinum, at the temperature of solidification, serves as a light source, does not escape, though it is obviously a standard requiring a considerable amount of auxiliary apparatus, and one which is not easily reproducible. Notwithstanding the distrust with which "flicker" photometers are viewed in certain quarters, they are commended on account of the consistent results they furnish, and the assistance they afford in comparing lights of different colours. But wherever a lamp-flame is used the illuminating power is affected by the atmospheric pressure, the humidity, and the amount of carbon dioxide present.

Ingenious experiments have been made to determine the amount of fluctuation arising from these causes, but owing to the difficulty of estimating small differences in light it is doubtful if any practical use has been or can be made of such researches, for graver errors are introduced by physiological causes and the exercise of individual judgment. The limit of accuracy in photometry is soon reached. The eye can judge of the equality of two lights, but is incapable of judging of differences with any degree of accuracy. In other branches of physics, where delicate and exact measurement is needed, the scales and standards are trustworthy, and it is generally possible to magnify small amounts till they become easily perceptible. In light measurement no such aids are practicable. A flame or other source of light is not constant and reproducible in the sense that a metre measure or a pound weight is, and it must be admitted "that the agreement attainable in measurement of light and illumination, or the accuracy obtainable in their calculations, cannot be expected to equal that of many other branches of engineering." Why, then, we would ask, persist in working out results to the thousandth part of a foot candle? Most practical men will admit that, whatever photometer is used, it is impossible to distinguish between light of 20 and 21 candle-power. Indeed, readings may very well vary 5 or 6 per cent. either way from the mean.

A Chinese interpreter in a case at Bow County Court on 22nd inst. was called to order several times for holding a private conversation with the witness. Finally, Mr. Duckworth, counsel for the defendant, asked a question and waited for a minute while the interpreter and the witness talked together. Judge Smyly: You are expected to ask and answer questions that are put to you. Now let us have no more of this. The interpreter (looking at the Chinese in the box): He can speak English, and I am not supposed to help those. So I will do no more. (Laughter.) The interpreter then, walked to the back of the court, evidently much annoyed. Judge Smyly refused to ask him to come back, and an effort was made to proceed without him, but finally the counsel begged him to help the court. This he consented to do.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The French gunboat "Argus" arrived here yesterday from Canton.

The British Squadron is due to arrive at Wei-hai-wei on the 25th instant.

The silk despatched by the S.S. "Tungo Maru" on the 18th June was delivered in New York on the 21st instant.

A series of eleven "half-hour" lectures on confirmation for men will commence at the Chaplain's Room, Scandal Point, on Monday, August 10, at 8.30 p.m.

Sir George Alexander has accepted an original comedy in four acts by Capt. John Kendall, the skipper of the ill-fated Empress of Ireland, entitled "Dundum."

The 74th Punjab will again be engaged in field firing next Monday, on the ground lying S. W. of Diamond Hill, in a N. N. E. direction, commencing at 7.30 a.m. Sections will be posted to keep the ground.

It is announced from Macao that Captain Jono de Souza Carneiro Canavaro committed suicide on Tuesday morning by drowning at Bishop Bay, near the Boa Vista Hotel. He had been associated with Macao for upwards of thirty-five years.

The charge laid against James Morel, carpenter of the steamship Salamina, by the master of the vessel (Capt. D. A. Gardiner) of stealing a ship's telegraph of the value of \$100, was withdrawn at the Magistrate's this morning and defendant was discharged.

At the Magistrate's this morning a resident of Canton, named Wong Ewe Hoi, was fined \$50 for unlawfully exporting three tins twelve mace of prepared opium to China, a prohibited country under the laws of the Colony, without permission in writing from the Supt. of Imports and Exports. Revenue Officer Grant detected the man as he was about to leave the Colony with the opium tied round his leg, under his trousers.

Banished for five years last April a Cantonese returned to the Colony five days ago, and when brought up at the Magistrate's today he pleaded that he went to Canton and was banished thence to Macao. In the Portuguese Colony he had a big fight, which resulted in his appearance in court and banishment for Hongkong. Three months' imprisonment and four hours' stocks was the sentence now imposed upon him as the penalty to further banishment from Hongkong.

SOCIAL AND PERSONAL.

Captain A. Flagg, 25th Punjab, has been permitted to resign his commission, with effect from July 1st.

A number of local residents left for the North yesterday by the "Empress of India." The list of passengers will be found on page 10.

Staff Nurse Miss E. A. Rutherford, Q.A.M.N.S., has been granted annual leave from July 29 to September 9, to visit Japan.

We are glad to learn that the Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, who has had a sharp attack of malaria, is now out of hospital.

The Rev. C. H. Hickling has been appointed officiating Clergyman at the Union Church by the military from July 31 to September 7, during the absence of the Rev. J. Kirk Macdonald.

Mr. F. Bragg, of the Vacuum Oil Co., left the colony by the N. D. L. steamer Kleist for Singapore where he will take an improved position with the company. Mr. Bragg will be greatly missed as he has been, for some considerable time, organist at St. Joseph's Church. He was very popular with the members of the choir and, before his departure, they showed their esteem for him by presenting him with a gold watch in recognition of his services as an organist and choir-master.

H. E. Low Yik-hin, in conversation with a representative of the Daily News as to his coming departure from London, said he went with mingled feelings—satisfaction at the prospect of settling again among his own people being tempered with regret at parting from the many friends he has made in this country. "But," he added, "I have stayed a year more than the usual term, and it is quite time to be getting back. Diplomatic posts are, of course, held only for short periods, and in my case China has changed from Empire to Republic since I came to London, so that there is a danger of getting out of touch with the new spirit at home through too long an absence." The Minister's social duties in London have been greatly lightened by the assistance he has received from his daughters, Miss Amy and Miss May Low. They have spent several terms at a well-known boarding-school, and their father speaks with conviction of the value of English girls' education. "Our Government," he pointed out, "sends no women students to the West, but they will certainly have to do so. We need them for teachers in our elementary and normal schools, and under present conditions it is to the West that they must come for their training."

FULL COURT OF APPEAL.

SALE OF CHINESE CANNON.

Judgment for Respondents.

In the Full Court of Appeal this morning Sir Haviland de Bunsen (Chief Justice of H. B. M. Supreme Court in China) presided. Mr. Justice Gompertz (Chief Justice) and Mr. Justice Hazland (Puisne Judge) delivered their considered judgments on the motion, made last week, in the action of the Great Western Smelting and Refining Company (plaintiffs) versus Francisco Pereira Marques (defendant) for an order setting aside the judgment of the Chief Justice (Sir William Ross Davies) in favour of the plaintiffs, with the costs of the appeal and in the court below. The Court unanimously dismissed the appeal with costs.

The application was made by Mr. E. H. Pollock, K.C., with whom was Mr. F. C. Jenkin (instructed by Mr. Leo D'Almada & Co.), and opposed by Mr. E. H. Sharp, K.C., with whom was Mr. E. J. Fox (instructed by Mr. Beattie, de Maza, Willkinson and Grist).

Under a contract with plaintiffs (respondents) Arndt and Company of Hongkong agreed to supply to plaintiffs certain iron house cannon lying in various places in Kwangtung province. The Chinese Government, from whom the cannon was obtained, required a deposit, and plaintiffs paid Arndt and Company the sum of \$200,000, Hongkong currency, which was to be repaid by agreed instalments deducted from the value of each shipment. Appellant guaranteed the repayment of this sum of \$200,000. Arndt & Co. failed to complete the contract and went into liquidation, and plaintiffs obtained judgment against the guarantor for the balance due under the contract, about \$85,000 odd.

The amount in dispute was a sum of about \$85,000, plus the costs.

The full text of the judgment delivered by the President is appended.

This appeal, as already appears, is to depend entirely on the construction of the contract between the plaintiff and Arndt and Co. of the 31st July, 1912, a portion of which was guaranteed by the defendant and the contract of guarantee itself. The circumstances are shortly as follows:—One Wong had induced the Kwangtung Provincial Government to sell to him on very favourable terms the old bronze and iron cannon of which there was a considerable quantity in the province; he was the same day that he got his contract signed transferred to Arndt and Co. Neither of these people had any money, and Arndt and Co. four days later, on 31st July, agreed to sell to the plaintiffs this bronze and iron. The agreement was reduced into writing and signed on that day, but it had been the subject of earlier negotiation.

One of the terms imposed by the Kwangtung Government was the deposit of \$200,000, and the plaintiff, so that this requirement should be met, advised Arndt and Co. such a sum. They advanced in Hongkong currency what that required by the Government was Canton money. The result was that some one, possibly E. Arndt, who was acting for the Government, made an illicit profit of about \$25,000, for which he has never accounted. This difference never reached the hands of the Government and it has been contended by the appellant that its repayment has consequently never been guaranteed by him. Later a sum of Canton \$50,000 was paid out to one Li Hui Chi under somewhat suspicious circumstances, and for this also the guarantor says that he is not liable, the guarantee having been signed after this repayment. As I have said everything seems to me to turn on the construction of two documents, and I will now consider them. It is first material to observe that the agreement of the 31st July, though it recites the agreement between Wong and the Government, nowhere speaks of the deposit, not even of the purchase price of the cannon, and it is provided for in Clause 10, that all to be worked off by credits from time to time, the amount due to the plaintiff thus varying from time to time. The rest of this clause provides for the repayment of the balance, if any, at the completion of the agreement.

Clause 11 contains the guarantee. What is to be guaranteed is the return of the two lakhs or of such part thereof as may be unappropriated from time to time in accordance with the terms of the agreement. What are the terms? The terms of the agreement are in Clause 10, and they are that the purchase price of the cannon is to be worked off by credits from time to time, the amount due to the plaintiff thus varying from time to time. The rest of this clause provides for the repayment of the balance, if any, at the completion of the agreement.

Let me turn to the guarantee itself; these two clauses are recited and the operative part of the contract which is material to the present discussion is the repayment on demand of the two lakhs or such portion thereof of the purchase price of the cannon as may be unappropriated from time to time in accordance with the terms of the agreement.

What are the terms? The terms of the agreement are in Clause 10, and they are that the purchase price of the cannon is to be worked off by credits from time to time, the amount due to the plaintiff thus varying from time to time. The rest of this clause provides for the repayment of the balance, if any, at the completion of the agreement.

Let me turn to the guarantee itself; these two clauses are recited and the operative part of the contract which is material to the present discussion is the repayment on demand of the two lakhs or such portion thereof of the purchase price of the cannon as may be unappropriated from time to time in accordance with the terms of the agreement.

What are the terms? The terms of the agreement are in Clause 10, and they are that the purchase price of the cannon is to be worked off by credits from time to time, the amount due to the plaintiff thus varying from time to time. The rest of this clause provides for the repayment of the balance, if any, at the completion of the agreement.

THE LATE SIR KAI HO KAI, C.M.G.

The respect and esteem in which the late Sir Kai Ho Kai, C.M.G., was held by all classes in the Colony was strikingly shown by the large attendance at the funeral, which took place at the Protestant Cemetery last evening. The official life of Hongkong, to which the late Knight ungrudgingly devoted so much of his time in his important public offices was well represented, and the professions of the law and medicine to which he devoted his earlier years also paid a fitting tribute to his memory. The cortege formed at the monument. His Excellency, the Governor, Sir Henry May, K.C.M.G., Hon. Mr. E. A. Hawett, C.M.G., and Hon. Mr. Wei Yuk, C.M.G., wearing the insignia of the Order, followed immediately behind the members of the bereaved family—the deceased's sons, daughters, nephews and nieces—and the long procession of Colonial officials and prominent European and Chinese residents stretched almost from the cemetery gate to the monument.

The non-conformist form of service was used, the first part taking place in the tiny cemetery chapel, the accommodation of which was quite inadequate, so a reverent throng stood outside the building. The Rev. T. E. Pearce, of the London Missionary Society, with which body the deceased's father was for many years identified as an ordained missionary, read the service here and at the graveside. The interment took place in one of the prettiest spots in this pretty ground, the grave, shaded by a wealth of tropical foliage, being next to the one in which Dr. Ho Kai's first wife, a European lady, was laid to rest.

Those present included H.E. the Governor, Sir Henry May, K.C.M.G., Mr. Justice Gompertz (Acting Chief Justice), Hon. Mr. Claud Severi (Colonial Secretary), Hon. Mr. E. A. Hawett, C.M.G., Hon. Mr. Wei Yuk, C.M.G., Sir Paul Chater, C.M.G., Hon. Mr. Lau Chu Pak, Hon. Mr. A. F. Churchill (Director of Public Works), Hon. Mr. J. B. Kemp (Attorney-General), Mr. Justice Hazland (Puisne Judge), Commodore Austreuther, R.N., Mr. E. H. Sharp, K.C., Mr. C. G. Alabaster, Hon. Mr. C. McI. Messer (Capt. Supt. of Police), Hon. Mr. E. D. G. Wolf (Colonial Treasurer), Mr. T. K. Dealy (Director of Education), Lieut. Bradney (representing H. E. Major-General F. H. Kelly, G.O.C.), Professor Digby (Hongkong University), Archdeacon Earnest, Dr. Clark, Mr. Ng Hon Tsz, Mr. E. E. Lindsay (Secretariat for Chinese Affairs), Mr. E. M. Hodgson (Crown Solicitor), Mr. E. J. Grist, Mr. Lee Jones (Registrar Supreme Court), Mr. D. W. Trautman (Head of Sanitary Board), Mr. T. H. King (Assistant Supt. of Police), Capt. Hall, Mr. J. Rodger, Mr. A. C. Franklin (Registrar, Hongkong University), Mr. Eldon Potter, Mr. F. C. Jenkin, Mr. A. E. Crew, Rev. J. Kirk Macdonald, Mr. W. I. Patterson, Mr. J. B. Wood (Senior Police Magistrate), Dr. Voretzsch (German Consul), Dr. F. Key, Mr. G. B. Hutchison, Mr. T. F. Claxton, Miss Rayner (Matron of the Maternity Hospital), Dr. de Souza, Dr. Thomas, P. K. Kwok, Mr. H. K. Woo (representing Mr. G. K. Hall Brutton & Co.), Mr. A. H. M. da Silva, Mr. Chan Kai Ming, Mr. Ho Rook, Mr. Ho Kam Tong, Dr. Coxon, Dr. Dr. Mr. Luk, Dr. Jau Hawk, Messrs. Nak Cho Chun, Too Shik, Lo Shim Sun, Shi Yun Fai, Un Kwok Hing, Luk Tin Nan, Chun Ha, Chin Yu Tin, Chun Chuk Ming, Chang Kong Yue, Wong Kwok Yu, Dr. Chan Hok, and Mr. Fung Pak Hang, etc., etc.

The floral emblems sent numbered over three hundred, the senders including many public societies and institutions on whose behalf Sir Kai Ho Kai laboured.

Mr. W. E. Luke, assistant naval store officer at Sheerness since July, 1912, has been appointed to Hongkong, and leaves shortly for his new post in the Far East, says a house paper.

Travelling on a public ferry from Cheung Chai to Hongkong the other day Police-Sgt. Appleton heard an altercation and found that three men had refused to pay their fare. One offered his umbrella as security, but this was refused, a constable and three men were searched, and found to have nothing on them. At the Police Court this morning they were charged with being rogues and vagabonds, and were bound over in the sum of \$100 each to come up for judgment if called upon.

It is the calculation of the amount due and not the repayment which is to be "pursuant to the contract." A further point that the plaintiff accepted Arndt's order as the principal debtor to the price of the cannon is not borne out by the correspondence. They made inquiry of the trustee of a deed of arrangement to which they were not parties, but that is all. I may add, though it has nothing to do with my decision, that the defendant was to make \$40,000 out of this contract in return for his guarantee; that it is impossible to think that he got \$40,000 for guaranteeing the repayment of a small balance at the end of the contract, and that the circumstances under which he has been called upon to pay are just such as were in fact anticipated by everybody. The appeal should be dismissed with costs.

The Chief Justice and Puisne Judge, in separate judgments, concurred with the President's findings, and the Court is of opinion that the appeal should be dismissed with costs. Mr. Sharp asked the Court to certify for costs and the Court estimated the costs at \$10,000.

RICKSHAW SHELTER AT KOWLOON FERRY WHARF.

We recently pointed out the inconvenience to Kowloon residents through the absence of protection from sun and rain at the Ferry Wharf on that side of the harbour. We now learn that a steel shelter of first class design, 127 feet in length, has been placed in hand for completion within two months, the architect being Messrs. Leigh and Orange and the contractors Messrs. W. S. Bailey and Co., Ltd.

BAZAAR IN AID OF THE FLOOD RELIEF FUND.

The Committee respectfully beg to acknowledge with sincere thanks the following promises of gifts and services in aid of the bazaar:—From The Kwong Tung Art Advertising Co.—2 oil paintings of flood disasters, Miss Ma Po Shuen—One lot of artificial flowers, The World News—One framed picture.

Chi Shui Tong—\$632.00 worth of various kinds of medicine. Messrs. Donnelly and Whyte—Three cases 8-star brandy, five cases Black and White whisky. Messrs. Lantone & Sons—One case Port wine, one case whisky and five doz. coffee powder. Messrs. Buman & Berlinger—Wine and spirit. Messrs. Melchers & Co.—Assorted perfume. Messrs. McEwen & Frick—Wine, spirit and sundries.

The Huen King Knitting Co.—A quantity of socks. The Sincere Co.—A large quantity of toys. Mr. Fung Si Hon—Ten palace fans. Messrs. Yung Man Hing, Tsang Cham Chuen, Leung Ching Chuen and Wu Shin Po of Buman & Berlinger—Ten cases golden eagle beer.

Misses Kong Min Lan, Leung Tai To, Kong Ching Lei and Kong Lo Si—Three fancy pictures worked by themselves. Kwong Wing Sang—Half doz. large and one doz. small ink pads. The Onger Sewing Machine Co.—50 doz. fancy handkerchiefs. Kwong Sang Hong—\$500 worth of various kinds of useful articles. Fat Cheong—75 boxes cigars, 1,000 packets of cigarettes.

The Shek Wai Tung Lithographers—Full supply of lithographic testimonials required. The Wing Sing Co.—100 boxes camphor tablets and 200 bottles camphorated oil.

The Hongkong Preserved Fruit Co.—120 doz. bottles of sweets of various size. Mr. Si Wu Po—Fancy worked articles. The Lee Man Hing Kwok Knitting Co.—One case socks.

Yun Wo—4,000 bottles "Po Ning" pills, and 200 boxes "Shin Ning" tea. Lee Wo Co.—75 tins biscuits, 75 bottles sweets, 50 curds of various kinds of buttons, 30 bottles fruit syrup, 30 bottles perfume and 10 doz. assorted coloured socks.

Mr. Chung King Man—Six fancy worked pictures. The Singer Co.—Serviceable articles and the services of students in selling things at bazaar. Sheung Chi Gai School—Serviceable articles and the services of students in selling things at bazaar.

Chan Tung Shum—1,000 bottles medicated oil, 500 boxes "Ping On" tea, 50 boxes white ointment. Lai Chien Brewery—200 bottles of various kinds of Chinese wine.

Yu Pun Son—10 cases dried fruit. The Confucian Society—Services of foreign band. The Chinese Y.M.C.A.—Services of foreign band.

Ma Yuk Shan—1,000 bottles sweets, 150 boxes sweets and 50 lbs. tins of biscuits. Ping On Shi—1,000 packages "On Ning" tea, 200 bottles "Ping On" oil and 20 boxes pills and for exhibition, articles of art.

W. G. Humphrey & Co.—100 cases assorted soap. Chinese St. Joseph's Band—Service of band at bazaar. Sodan Co.—Supply of toilet articles and medicine.

Proprietor of Happy Retreat—Supply of tea and refreshments for seven days and nights. Tak Cheung—A quantity of perfumes, tooth paste, lady's hand bags and umbrellas.

The Hongkong Ice Co.—21 tons of ice. A. S. Watson & Co.—Full supply of aerated water required. The "Hongkong & China" Gas Co., Ltd.—Donation of \$500 and full supply of gas required during seven days and nights and for exhibition various kinds of gas cooling and heating appliances.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is a glowing headline to attract the public eye. The simple statement that all ailments are sufficient as every family knows its value. It has been used for forty years and is just what, in some instances, is for sale by all chemists and druggists.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	DELTA	About 1st Aug.	Freight and Passage.
LONDON, via CAVAL POINTE	DEVANHA	Noon 1st Aug.	See Special Advertisement
LONDON & ANTWERP	SYRIA	About 5th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ	SARDINIA	About 5th Aug.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.	
EMPEROR OF ASIA	Wednesday, Aug. 5.
EMPEROR OF JAPAN	Wednesday, Aug. 18.
EMPEROR OF RUSSIA	Wednesday, Sept. 2.
MONTAGUE	Wednesday, Sept. 9.
EMPEROR OF INDIA	Wednesday, Sept. 16.

Steamships leave HONGKONG at 12:00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 31 knot turbine steamers of 18800 tons gross—30,000 tons displacement—the finest, fastest and most luxurious on the Pacific.
All steamships of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus.
Each Steamship "Empress" connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Up to 1000 Atlantic Port \$71.10.
EMPEROR OF ASIA	do do 250.
EMPEROR OF INDIA	do do 250.
EMPEROR OF JAPAN	do do 250.

MONTAGUE—intermediate service—first class railway, second cabin Atlantic, via Canadian Atlantic Port—\$40.
Each Steamship "Empress" connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from Vancouver by the steamship of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.
Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.
Although passengers are allowed "stop over" privileges at the various points of interest on route.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
Dr. W. C. BLOOM, General Traffic Agent,
Corner Pedder Street and Fray's (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through bills of lading from HONGKONG to KILKA, DELAGUA, LAI, LURHAN, EAST LONDON, FORT LILIAN, and CAPE TOWN with transshipment at COLOMBO to steamships of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:	Connecting with "NANERIC"	From Colombo:
1st August.	17th August.	

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, TRILACUA, LAI, LURHAN, EAST LONDON, FORT LILIAN, and CAPE TOWN, calling at MAURITIUS if convenient, independent of, and affording the quickest freight transport from the UK to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS"	Saturday, 26th of July at Noon.
First Class Accommodation for PASSENGERS.	
Fitted with WIRELESS TELEGRAPHY.	

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through bills of lading to SOUTH AFRICAN PORTS with transshipment at CAPOUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND APGAR LINE.

Proposed Sailing from Hongkong

Steamer	On or about	Connection, at Calcutta with	On or about
KUMSANG	July 23.	"UMBLOT"	Aug. 10.
TORILLA	Aug. 2.	A Steamer	end of Aug.
MAWARA	Aug. 6.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing	
SS. RYOJUN MARU, For Moji & Kobe	2nd Aug.
SS. HOKUTO MARU, For Moji & Kobe	2nd Aug.
SS. PANRI MARU, For Moji & Kobe	6th Sept.
SS. RYOJUN MARU, For Sasebo, Batavia, Oboe, Samarang & Sourabaya	22nd Sept.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 18000 tons NILE 18000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.
"THE SUNSHINE DEET"—The Most Comfortable Route to America and Europe

S.S.	Sailing	Day	Time
S.S. SIBERIA	Sunday, 2nd August	1 p.m.	
S.S. CHINA	Wednesday, 12th August	Noon	
S.S. MANCHURIA	Tuesday, 18th August	1 p.m.	
S.S. NILE	Tuesday, 1st Sept.	1 p.m.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous chef. Large saloons, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, billiard tables, deck games, etc.—and a full complement of the trip.

The Safety and Comfort of Passengers in Our First Consideration.
For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 141.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
CHIYO MARU	22,000-21 knots	Tuesday, 4th August.
TENYO MARU	22,000-21 knots	Tuesday, 25th August.
NIIPPON MARU	11,000-18 knots	Tuesday, 8th September.
SHINYO MARU	22,000-21 knots	Tuesday, 22nd Sept.

Steamers via Shanghai will be despatched at NOON.

First Class	to London	Return (6 months)
\$71.10	\$120.	
First Class	to New York	Return (6 months)
\$80.	\$26-10.	
First Class	to San Francisco	Return (6 months)
\$45.	\$28.	

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBÉ	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Sailing
KIYO MARU	17,200-15 knots	Wednesday, 5th August.

For full particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent,
KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	PAUL LECAT.	27th July.
MARSHALLS, via PORT OF CALL	ATLANTIQUE.	28th July at 1 p.m.
	AMAZONE.	11th August at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and ADELPHI, at PORT SAID for LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via PARIS by rail—Circular tickets to Europe via SUEZ and RED SEA ROUTE and vice-versa delivered here.

For further particulars apply to
P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULES (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 1st	July 28th at 10 a.m.
EMPIRE	August 3rd	August 28th at 10 a.m.
ST. ALBANS		Sept. 18th at 10 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A day's qualified Doctor and Stewards are carried.

For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

SHIPPING

CHINA NAVIGATION CO. LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	KANCHOW	July 25, Midnight.
MANILA, CEBU & ILOILO	CHINCHOW	July 25, at 4 p.m.
SHANGHAI	LIANGCHOW	July 25, at 4 p.m.
SHANGHAI & HAIPHONG	SUNGKIAN	July 25, at 4 p.m.
SHANGHAI	LIANGCHOW	July 30, at 4 p.m.
SHANGHAI & TSINGTAU	CHINCHOW	Aug. 1, at 4 p.m.
WEIHAIWEI & TIENTSIN	HUICHOW	Aug. 4, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Aug. 4, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

MANILA LINE. Twin Screw Steamers "Chinshu," "Taming," & "Teau," Excellent Saloons, excellent food, electric fans, extra state-rooms on deck, etc., on "Taming" and "Teau."

SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers "Anhui," "Chenai," "Shaoching" and the S.S. "Kanchow," "Liangchow," "Lunghow," and "Yingchow," having excellent accommodation with Electric Lights throughout and Electric Fans in the State-rooms and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Manly Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES—
Hongkong to Shanghai—Single \$45. Return \$75.
Hongkong to Tsingtau—Single \$75. Return \$125.
For Freight or Passage apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG & CALCUTTA	KUMSANG	FRIDAY, July 24, at 2 p.m.
MANILA	YUENSANG	SATURDAY, July 25, at 2 p.m.
SHANGHAI via NINGPO	HANGSANG	SUNDAY, July 26, Daylight.
SINGAPORE, PENANG & CALCUTTA	LOFAT	WEDNESDAY, July 29, at 2 p.m.
TIENTSIN	CHIPSING	FRIDAY, July 31, at 10 a.m.
MANILA	LOONGSANG	SATURDAY, Aug. 1, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Nomsang & Loongsang leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kongsang, Kumsang, Loong, Loongsang, and Loongsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO. LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE.

TACOMA & PORTLAND—DEN OF AIRLIE—About 10th August.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 6.

BRITISH INDIA S. N. CO. LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 4,600 tons, Capt. A. E. Drake, will be despatched for SHANGHAI, KOBÉ and MOJI on 24th July at 2 p.m.

S.S. DUNERA, 5,289 tons, Capt. E. G. M. Dickson, will be despatched for YOKOHAMA, KOBÉ and MOJI on 31st July.

WESTWARD.

S.S. TORILLA, 5,200 tons, Capt. Swanson, S.S.A. will be despatched for SINGAPORE, PENANG & CALCUTTA on 1st August.

S.S. DILWARA, 5,378 tons, Capt. Ramo, S.S.A. will be despatched for above on 8th August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO. LTD., AGENTS.

Telephone No. 215.

SHIPPING

ORIENTAL—AFRICAN LINE.

For SINGAPORE, MAURITIUS and SOUTH AFRICAN PORTS.

THE Steamship "SALAMIS," 4500 tons, Captain D. A. Gias, will be despatched as above on SATURDAY, 25th July, at Noon.

For Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS,
Hongkong, July 10, 1914.

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THE 'INDRA' LINE, LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"INDRAKUTALA"

Captain A. H. SWIN, will be despatched as above on MONDAY 27th July.

This Steamer has excellent accommodation for a limited number of saloon Passengers.

For Freight and Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub Ex. No. 9.

Hongkong, July 8, 1914.

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STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

COLOMBO, EGYPT, MADRER,

RANEA PORTS, ELYMOUTH

AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVAHA, Capt. W. R. HICKY, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 1st August, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Merguia from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles and London.

Other Cargo for London etc., will be conveyed by Bombay and transhipped to the a.s. India due in London on 12th Sept. 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, July 18, 1914.

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THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship "BOYLE FRINCE," Captain COUL, will be despatched as above on WEDNESDAY, the 6th August.

For Freight and Passage, apply to
ARNOLD, KARRER & CO., General Agents,
Hongkong, July 8, 1914.

807


NOTICES TO CONSIGNEES.

For SMOKES of Reliable Quality and Perfect Condition

APPLY TO

KRUSE & Co.

HOTEL MANSIONS.



VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles
Kidney, Kindred troubles, bladder trouble, Gout, Gravel, Arthritis
VICHY GRANDE-GRILLE For Liver trouble and Bile Diseases
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at home.

Price 814 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street.

STEAMERS PASSENGER SUEZ CANAL.

July 3, *Omnia*, *Socotra*, *Chalder*.
July 7, *Kamo*, *Maru*, *Andrade*.
July 10, *Idomenus*, *Sardinia*,
Lubingen, *Lamodon*.
July 14, *Achille*, *Beniamino*, *Glen*,
torre, *Sachem*, *Salsuma*, *Sueria*, *Wakasa*,
Maru, *Furi*, *Delio*, *Yosora*.
July 17, *Meinam*, *Princess Alice*, *Scania*,
Vernonia.
July 21, *Brattia*, *Cordillera*, *Goben*,
Black, *Maru*, *Indrak*, *Kashima*, *Maru*,
Nippon, *Orizaba*, *Siam*.

ARRIVALS FROM CHINA.

July 21, *Agapenor*, *Prins Ludvig*, *Ara*,
ha, *Sonderby*.

STEAMERS EXPECTED.

Mada.
The P. M. S. Co.'s s.s. *Siberia* arrived
at Manila on Monday, the 20th
July, at 6 p.m., and is scheduled to
leave that port for Hongkong on
Wednesday, the 22nd July, at 3 p.m.,
and is expected to arrive at this port on
Friday, the 24th July, at about 9 a.m.
The A. & O. Line's s.s. *Changsha* left Sydney
on the 14th July for Hongkong via
Thursday Island, Port Darwin, Zam-
boanga and Manila, and may be
expected to arrive here on or about
the 24th August.
The M. M. Co.'s s.s. *Paul Lant*, with the
French mail, is due to arrive here on
Monday, the 27th July.
The C. P. R. Co.'s s.s. *Empress of*
Asia arrived at Yokohama at 12.30
p.m. on the 20th July, and left at 7
p.m. on the same day, due to arrive at
Kobe at 5 p.m. on the 21st July.
The U. P. A. Co.'s s.s. *Empress of*
Japan left Vancouver between 8 and
10 a.m. on the 21st July.

Other vessels.

The N. D. L. s.s. *criss Waldemar* left
Manila on Sunday, the 21st July,
and may be expected here on or about
Thursday, the 23rd July, at 4 p.m.
The D. A. L. s.s. *Lulu* left Singapore
on the 19th July, a.m., and may be
expected here on or about the 24th
July, a.m.
The D. A. L. s.s. *Lulu* left Singapore
on the 19th July, a.m., and may be
expected here on or about the 24th
July, a.m.
The D. A. L. s.s. *Lulu* left Singapore
on the 19th July, a.m., and may be
expected here on or about the 24th
July, a.m.

The Mogul Line s.s. *Lemnos* sailed from
United Kingdom on 18th June, and is
due to arrive here on or about the 20th
July.
The India Line s.s. *Indra* passed the
Suez Canal on 7th July for Hongkong
direct.
The E. & A. s.s. *Empire* left Sydney for
this port (via Queensland Ports, Port
Darwin, Timor and Manila) on the
11th July, and may be expected to
arrive here on the 1st August.
The Shire Line, Ltd.'s s.s. *Den of Air*
sailed from London on the 21st June,
due here on the 8th August.

The Mogul Line s.s. *Arrol* sailed from
Hull on the 11th July, and may be
expected to arrive here on or about the
23rd August.

The Shire Line, Ltd.'s s.s. *Corinthian*
is to sail from Vancouver on the 24th
July, due here on the 26th August.

Latest Advice.

The H. A. L. s.s. *Delena* left Shanghai on
the 22nd July, a.m., and may be ex-
pected here on or about the 26th
July, p.m.
The C. P. R. Co.'s s.s. *Empress of*
Asia left Yokohama between 2 and
4 p.m. on the 21st July.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION

The Chinese Mail

華子日報

THE LATEST CHINESE JOURNAL

COMMERCIAL JOURNAL

PUBLISHED EVERY MORNING

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To-day's Advertisements

ENDERS are invited for washing
articles supplied to R.M.S.
Ships at Hongkong for 1 year from
1st September, 1914.
Forms giving particulars of the articles,
and the terms of the contract may be
obtained by application to the Commanding
Officer, R.M.S. "Tamar".
The Forms when completed should be
sent to the Commanding Officer, R.M.S.
"Tamar" in a sealed envelope marked
"tender for washing".
No tender will be received after the
31st instant.
The lowest or any tender will not
necessarily be accepted.
Hongkong, July 23, 1914.

EXCHANGE

Hongkong, July 23, 1914.

On London—

Bank Wire—

On demand—

On 30 days sight—

On 4 months sight—

On 6 months sight—

On 9 months sight—

On 12 months sight—

On 15 months sight—

On 18 months sight—

On 21 months sight—

On 24 months sight—

On 27 months sight—

On 30 months sight—

On 33 months sight—

On 36 months sight—

On 39 months sight—

On 42 months sight—

On 45 months sight—

On 48 months sight—

On 51 months sight—

On 54 months sight—

On 57 months sight—

On 60 months sight—

On 63 months sight—

On 66 months sight—

On 69 months sight—

On 72 months sight—

On 75 months sight—

On 78 months sight—

On 81 months sight—

On 84 months sight—

On 87 months sight—

On 90 months sight—

On 93 months sight—

On 96 months sight—

On 99 months sight—

On 102 months sight—

On 105 months sight—

On 108 months sight—

On 111 months sight—

On 114 months sight—

On 117 months sight—

On 120 months sight—

On 123 months sight—

On 126 months sight—

On 129 months sight—

On 132 months sight—

On 135 months sight—

On 138 months sight—

On 141 months sight—

On 144 months sight—

On 147 months sight—

On 150 months sight—

On 153 months sight—

On 156 months sight—

On 159 months sight—

On 162 months sight—

On 165 months sight—

On 168 months sight—

On 171 months sight—

On 174 months sight—

On 177 months sight—

On 180 months sight—

On 183 months sight—

On 186 months sight—

On 189 months sight—

On 192 months sight—

On 195 months sight—

On 198 months sight—

On 201 months sight—

On 204 months sight—

POST OFFICE NOTICES.

The s.s. *Lemnos*, with the mail from
London (via Siberia) of Saturday, the
18th inst., is due to arrive here on Friday,
the 24th inst.
MAILS WILL CLOSE FOR—
STRAITS & CEYLON.
Per *Korak*, at 9 a.m., on Friday, the
24th July.
SWATOW.
Per *Haidan*, at 10 a.m., on Friday, the
24th July.
SAIGON.
Per *Zuphi*, at 11 a.m., on Friday, the
24th July.
SWATOW & BANGKOK.
Per *Dryer*, at noon, on Friday, the
24th July.
STRAITS & INDIA VIA CALCUTTA.
Per *Korak*, at 1 p.m., on Friday,
the 24th July.
SWATOW, AMOY & FORMOSA VIA
TAKAU.
Per *John Maru*, at 1 p.m., on Friday,
the 24th July.
SELANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Gregory*, at 2 p.m., on Fri-
day, the 24th July.
HONGKAI.
Per *Manana*, at 3 p.m., on Friday, the
24th July.
AMOY & FUZHOU.
Per *Haidan*, at 10 a.m., on Saturday,
the 25th July.
BANGKOK.
Per *Palak*, at 11 a.m., on Saturday
the 25th July.
CHEMBON, SAMARANG & SOURA-
BAYA.
Per *Haidan*, at 11 a.m., on Saturday, the
25th July.
PHILIPPINE ISLANDS.
Per *Furness*, at 1 p.m., on Saturday,
the 25th July.
SAIGON.
Per *Lymoon*, at 1 p.m., on Saturday,
the 25th July.
SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Tyner*, at 2 p.m., on Saturday,
the 25th July.
SHANGHAI & NORTH CHINA
(Europe via Siberia).
Per *Kancher*, at 5 p.m., on Saturday,
the 25th July.
[To make connection with the Tientsin-
Peking Railway closing at Shanghai
Friday, July 24, at 5.30 p.m., on Thurs-
day, the 24th July.]
NTINGPO, SHANGHAI & NORTH
CHINA.
Per *Haidan*, at 5 p.m., on Saturday,
the 25th July.
SWATOW.
Per *Chant*, at 5 a.m., on Sunday, the
26th July.
SWATOW.
Per *Haidan*, at 5 a.m., on Sunday, the
26th July.
SWATOW, AMOY & FORMOSA VIA
TAKAU.
Per *John Maru*, at 5 a.m., on Sun-
day, the 26th July.
CHINWANTAO.
Per *Haidan*, at 11 a.m., on Monday,
the 27th July.
BATAVIA, SAMARANG & SOURA-
BAYA.
Per *Tyner*, at 11 a.m., on Monday,
the 27th July.
FORMOSA, KEELUNG, SHANG-
HAI, NORTH CHINA, JAPAN
SEATTLE, VICTORIA &
AMERICA.
Per *Tamara Maru*, at 3 p.m., on Tues-
day, the 28th July.
PHILIPPINE ISLANDS.
Per *Chant*, at 3 p.m., on Tuesday, the
28th July.
SHANGHAI & NORTH CHINA.
Per *Liangchou*, at 3 p.m., on Tuesday,
the 28th July.
JAPAN VIA NAGASAKI.
Per *Kamuro Maru*, at 4 p.m., on Tues-
day, the 28th July.
PAKHOI & HAIKONG.
Per *Singhai*, at 8 a.m., on Wednes-
day, the 29th July.
STRAITS & CEYLON.
Per *Iyo Maru*, at 9 a.m., on Wednesday,
the 29th July.
PHILIPPINE ISLANDS, AUSTRALIA,
TASMANIA & NEW ZEALAND VIA
THURSDAY ISLAND.
Per *Nikko Maru*, at 11 a.m., on Wed-
nesday, the 29th July.
SAIGON, STRAITS, CEYLON, ADE-
LAIDE, WESTERN AUSTRALIA
INDIA, ADEEN, EGYPT & EUROPE
VIA MARSEILLES.
Per *Alphonse*, on Tuesday, the 29th
July.
Printed Matter and Sample 10 a.m.
Registration 10.15 a.m.
Registration, with late fee of 10 cents up
to 11 a.m.
Registration Kowloon P.O., 9.30 a.m.
Letters 11 a.m. to noon. Extra
Postage 10 cents.
Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.

HAIR CAME OUT

IN HANDFULS

Began as Ringworm. Left Bald

Patch, then Scaly with Hard

Crust-like Substance. Cuticura

Soap and Ointment Cured Her.

11, Ford Rd., Gosport, Hants, Eng.—

"My little girl's head was bad for nearly

two years. It first began as ringworm.

The hair came out in

handfuls, leaving a

red patch, and then

it became scaly with

a hard crust-like sub-

stance. I would

wash her head occasionally

and be so. I kept

her head from school

it looked so badly,

and it was very irri-

tated and of course

without success, but that did not seem to

do it much good. I used Cuticura Soap

and Ointment then. The first applica-

tion seemed to ease it, so I persevered with

them and it soon got in the way for the

better and now it is all right. Cuticura

Soap and Ointment cured my child, and her

hair is growing (aged) Mrs. Selma M.

Peters, May 21, 1912.

Cuticura Soap and Cuticura Ointment do

so much for poor complexion, red, rough

hands, and dry, itchy and falling hair, and

case so little that it is almost criminal not

to use them. Sold everywhere. A sample

of each with 32-p. book free from nearest

dealer. F. Newberry & Sons, 27, Charterhouse

St., London, E.C. 3, N. W. 1, N. 1, N. 1, N. 1,

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WEATHER REPORT.

On the 22nd at noon.—The northern
depression has moved to the East of Hok-
kaido.
Pressure has decreased slightly along the
coast from Shanghai to Tientsin, and over the
Philippines. It has decreased considerably
over Naha, a typhoon in the Pacific having
curved northward. At 6 a.m. this morning
the centre was in about 21° N. and longi-
tude 130° E.
There still appears to be a trough of
relatively low pressure across the China
Sea.
Hongkong rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inches.

HONGKONG TIDES.